

# The Liangkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 8878

NOVEMBER 10, 1910.

SATURDAY NOVEMBER 10, 1910.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Sterling ..... £1,000,000 at 5% = \$15,000,000  
SILVER ..... \$15,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COUNCIL OF DIRECTORS:  
G. Balloch, Esq., Chairman.  
Robert Shaw, Esq.—Deputy Chairman.  
F. H. Armstrong, Esq.  
Andrew Forbes, Esq.  
G. F. Freeland, Esq.  
Hon. Mr. Henry Keck.  
G. R. Lehmann, Esq.

CHIEF MANAGER:

Hongkong—R. M. SMITH.

MANAGER:

Shanghai—H. E. R. HUNTER;  
LONDON BANKERS—LONDON COUNTY AND  
WESTMINSTER BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED!  
On Current Account at the rate of 5 per cent.  
per Annum or the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 5% per cent. per Annum.  
For 6 months, 5% per cent. per Annum.  
For 12 months, 5% per cent. per Annum.

N. J. STABB,

Acting Chief Manager,  
Hongkong, 26th September, 1910.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1851;  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,000,000  
RESERVE FUND ..... £1,000,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,000,000

INTEREST ALLOWED on CURRENT  
ACCOUNT at the Rate of a per cent. per  
Annum on the Daily Balance.

On Fixed Deposits for 3 months, 5% per cent.

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Details.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	Steamers	To sail on
KOBE and YOKOHAMA	"PRINZ SIGISMUND"	About TUESDAY, Capt. D. Less ... (T. 6,000) 18th November.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE"	WEDNESDAY, Capt. P. Grosch (T. 20,000) 16th Nov., at Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"KLEINER"	(T. 17,000) About WEDNESDAY, Capt. O. Patzke 16th November.
KUDAT and SANDAKAN	"BORNED"	(T. 5,000) End of November. Capt. F. Sembill
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND"	SATURDAY, Capt. D. Less ... (T. 6,000) 3rd Dec., Daylight.

All the steamers of the European Lines are fitted with Wireless Telegraphic New System of Telephones.

For further particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 7th November, 1910.

## Intimations.

## JAPANESE CURIOS.

DO NOT LOSE YOUR CHANCE TO GET THEM

AT

DAIBUTSU'S ANNUAL CLEARANCE SALE.  
FOR 15 DAYS ONLY.GENUINE & WONDERFUL REDUCTIONS  
ON OUR LARGE VARIETY  
OF

## JAPANESE GOODS

SUITABLE FOR

## XMAS PRESENTS.

Come Early to have your Choice.

DAIBUTSU &amp; CO.,

CORNER STORE, ARSENAL STREET &amp; QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1910. [68]

SPECIAL FOR  
FANCY DRESS  
BALL.OSMAN &  
CASUM,

1 &amp; 3, D'AGUILAR STREET.

## JUST UNPACKED

Ladies' Trimmed and Untrimmed  
ATS, RIBBONS, FLOWERS  
& FEATHERS.

MUSLIN and FIGURED VOILS.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVISTTES and  
HOUSEHOLD LINENS.Samples on application.  
Cost Pot Orders carefully  
executed.

Hongkong, 6th November, 1910. [68]

LAU PING KEE.

DEALER IN  
USED POSTAGE STAMPS  
AND  
PICTORIAL POST CARDS.HAS also a large Assortment of XMAS  
and NEW YEAR GIFTS in Stock.  
Prices Moderate.

MONEY CHANGER.

No. 16, Queen's Road Central,  
Hongkong, 3rd November, 1910. [68]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address: "DOCK," Yokohama.

Codes used:—T.B.C. 4th, 5th Edition, Lieber's, Scott's, A.L., and

Watkin's.

DRY DOCK DEPARTMENT.—Telephones: Nos. 870, 508, or 681.

## NO. 1 DOCK.

Docking Length ..... 55 ft.

Width of Entrance ..... 80 "

Water on Blocks ..... 28 "

## NO. 2 DOCK.

Docking Length ..... 37 ft.

Width of Entrance ..... 50 "

Water on Blocks ..... 26 "

## NO. 3 DOCK.

Docking Length ..... 48 ft.

Width of Entrance ..... 62 "

Water on Blocks ..... 28.5 "

Mooring bollards 60 feet x 100 feet x 15 feet deep.

**E**VERY description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful low boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, toys, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.WAREHOUSE DEPARTMENT:—  
Telephones: Midori-cho Office 533, or 575, Customs Branch Office 1592, Takashimacho Office 291, or 303, Irisancho Office 2351.

100 buildings, principally of brick and steel, 358 entrances, 12 buildings are private bonded warehouses. Floor area 73,363 square yards or 15.15 acres. Direct water frontage of 3.5 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tug, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.

## BOXING TRICKS.

In England, boxing is a winter sport in the Alps. It is customary for strict silence to be preserved in the ring, and the audience repress their feelings as much as possible. It is quite another matter in America and the Colonies. The spectators there shout and yell the house down; and the combatants themselves endeavour to irritate one another as much as possible, by name and leers, and their attendants not infrequently join in, at witness Corbett's efforts to exasperate Johnson at Reno. Tommy Burns has always been a great hand at "battling," and he really won his fight at Colma with Squires with his jaw! He more than met his match, however, in Jack Johnson at Sydney, for Llyd Arthur is absolutely without a rival in that game. It is impossible to ruffio him, and his ability is quick as well. Another past master at talk tactics is Battling Nelson. Another favourite dodge is to delay getting ready for an evidently long time, after your opponent is prepared and waiting. The suspense and tension is very nerve racking to an anxious fighter. Tommy Burns had Burns worried to death before they began, by arguing about the stakes, and whether the count was to be allowed or not, and so on. Also, when I described Langford's fight with Hague, I mentioned how Sam battered the Yorkshires over his bandages. There is an absurd custom that obtains amongst British Boxers of walking round one another after the song has gone and before they begin and then starting from the corner opposite to their own. It is a sort of "setting to parties" movement, and when pitted against an American or other country boxer, a Englishman who adopts it is at a serious disadvantage. The American jumps from his corner at the sound of the gong, straight for the man. Three years ago Jack Goldswain was taught a lesson by Harry Lewis. At the bell, Lewis went straight from his corner, and caught Goldswain, standing quite unprepared, and rubbing his feet in the resin! Harry landed Jack in the mouth, and sent him down for nice, to be subsequently knocked out, never having really had his guard up properly. There are many other tricks, mainly connected with clinches, and unless a fighter is familiar with them all, he has a poor chance with his better instructed adversary. All these dodges form part of the experience and ingenuity which make it absurd for novices to hope to have any chance against seasoned veterans.

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Intimation.

**Wm.  
Powell,  
Ld.,**

**GENTS'****OUTFITTERS****SPECIALISTS**

IN

**EVENING  
WEAR****COURT . . .****SHOES,****OXFORD . . .****SHOES,****DRESS . . .****SHOES,****PATENT****BOOTS . . .**

IN

**SMART . . .****SHAPES . . .***Soft and Stiff  
Dress Shirts.***DRESS GLOVES,****DRESS TIES,****DRESS SOCKS,**

ETC., ETC., ETC.

**Wm. Powell,  
LTD.**28, Queen's Road.  
(Opposite Clock Tower.)**To Let.****TO LET.**

ON or about 1<sup>st</sup> January next, SHOP No. 30, QUEEN'S ROAD CE TRAL Apply for—

THE MANAGER,  
The Victoria Dispensary,  
Hongkong, 9th November, 1910.

**TO LET.**

A HOUSE in KNUTSFORD TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
Hongkong, 9th November, 1910.

**TO LET.**

21, CONDUIT RD., CLIFTON GARDENS,  
& 2, BOWEN ROAD, lately occupied as  
Artillery Officer's Quarters. Suitable  
for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST  
OFFICES, No. 2, COMMADOUY ROAD,  
3rd Floor.

A HOUSE in WONG-HEI-GEUNG ROAD  
Q. FIGURES IN YORK BUILDING,  
No. 10, DES VUXUX ROAD CENTRAL,  
1st Floor.

SEMI-EUROPEAN FLATS, Praya East  
corner of Observation Plaza. The  
trams stop at the door.

Also NEW EUROPEAN FLATS ad-  
joining the new Seaman's Institute,  
Praya East.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
Hongkong, 9th November, 1910.

**TO LET.**

GODOWN No. 54, DODDELL STREET.

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
Hongkong, 10th November, 1910.

**TO LET.**

Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
Hongkong, 10th November, 1910.

**Consignees**

"SHIRE" LINE OF STEAMERS,  
LIMITED.

NOTICE TO CONSIGNEES,  
FROM EUROPE.

THE Steamship

"BRECONSHIRE,"  
having arrived from the above ports, Con-  
signees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained.

Goods not cleared by the 14th instant, at 9 P.M. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on SATURDAY, 14th Nov., at 10 A.M. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 7th November, 1910.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"MISHIMA MARU,"  
having arrived from the above ports, Con-  
signees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be settled out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before noon, to-day.

Goods not cleared by the 16th November, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,  
Hongkong, 9th November, 1910.

FROM EUROPE.

THE H. A. L. Steamship,

"WESTPHALIA."

Captain Buch, having arrived, Consignees of cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional cargo will be carried on unless notice to the contrary be given TO-DAY.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst., 9 A.M.

No Fire Insurance will be effected by us in any case whatever.

THE STEAMER "WESTPHALIA"

Leave from Bremen.

THE HAMBURG AMERICA LINE

**THE FALL OF THE PORTUGUESE MONARCHY****VESSEL THAT SANK INTO MIDST OF REVOLUTION****VIVID NARRATIVE BY PASSENGERS**

The following realistic account of the trouble in Portugal was sent from "Portuguese Leader" by its Special Correspondent: I boarded the Hamburg-American boat "Cap Blanco" in Southampton Water to-night, and met the first crowd of Lisbon passengers who had witnessed the revolution.

A striking narrative was given me by Julian Pace, an American coal merchant, on the way to Cardiff.

"The sight to me was a dream," he said, "or rather a midnight nightmare. We arrived in the Tejo about one o'clock on Tuesday morning. All was quiet. As we passed a Brazilian cruiser, a Portuguese standing by me balled some one on board the cruiser. 'Is all well?' he cried. The Brazilians yelled: 'All is wrong there, and if you go—' he finished with a significant slash of his hand across his throat.

"We couldn't understand at all until we suddenly saw two cruisers, a big one and a little one, steam across our bows. Then the big one opened fire at the Queen's palace, and shells screamed over the water. None of us on board could believe that we were suddenly in a living step into a bloody revolution.

**SCREAMING OF THE SHELLS.**

"As the shells screamed it was still a dream to me. I watched through the smoke the buildings of the town, particularly the Queen's palace. Underneath it was a little chapel, with a cupola. The guns were trained on this fine mark, and though the shooting was wide and extraordinarily erratic, the cupola steadily fell drunkenly in a cloud of smoke.

The royal flag was flying over the palace, and one of the first shots in the revolution struck it, or so it seemed to me, for it fell on the roof, and I saw through my glasses the tiny spire of a man crawling across the roof.

He picked up the flag, wrapped it around the waist, and, shaking his fist at the roaring cruiser in the river, disappeared from view.

"Broadside after broadside roared from the big cruiser, and then at a signal from her the small ones swept round and opened fire. The walls of the Queen's place were beginning to crumble, and the red dust rose in clouds. The little devil—the smaller cruiser—seemed to be putting in better practice than her big companion. I saw the Dom Carlos in the harbour inactive and still, like a painted ship upon a painted ocean. 'Why in hell,' said I, 'doesn't that big ship have a cut in one way or another,' and then I was assured she hadn't a soul on board. The dream went on. Out of the smother of the smoke another signal rang out from the big cruiser, and the little devil immediately replied by landing a crew of marines. I suppose they immediately rushed the fort, for no land guns had replied to the bombardment, and the Revolutionary flag was already flying over it.

"The extraordinary thing to all of us on board was the fact that not a single shot came from the fort or the palace, and thus the insurgents had it all their own way. We had begun to coal at Lisbon before the fire began, but we had not taken a third of our cargo on board when we thought it wise to steer off and leave the Revolutionists to it."

P. S. JAMESON,  
Hon. Secretary,

HONGKONG ST. ANDREW'S SOCIETY,  
Hongkong, 4th November, 1910.

**AL FRESCO FESTE.**

UNDER the Distinguished Patronage of His Excellency the Governor.

SIR FREDERICK J. D. LUGARD, K.O.M.G., C.B., D.S.C., and

LADY LUGARD in aid of the Funds of the SOCIETY OF ST. VINCENT DE PAUL to be held in the COMPOUND OF THE ROMAN CATHOLIC CATHEDRAL, on

SUN DAY, 13th November, 1910, from 9 P.M. to 11 P.M.

Admission Ticket 5s, which is entitled to a souvenir on its presentation at the Souvenir Pavilion on the Evening of the Fête only.

The public is respectfully invited to inspect the various stalls from 7 to 11 p.m. on the 13th of November.

Tea and Cakes will be served during the afternoon.

By kind permission of Major Evans and Officers the Band of 13th Rajput will play from 9 P.M. to 11 P.M.

Tickets can be obtained from to-day at MESSRS. GRACE & CO., 27, DES VUXUX ROAD and ROMAN CATHOLIC CATHEDRAL Compound on Sunday, the 13th November from 9 a.m. to 7 p.m. and at the gate.

Hongkong, 7th November, 1910.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP ..... \$1,500,000)

LOANS ON MORTGAGE OF HOUSE PROPERTY, &c.

GOODS RECEIVED ON STORAGE.

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THE OFFICE OF THE TRUSTEE EXECUTOR OF WILLS, ATTORNEY, ETC., DEDUCED AND INCURRED.

SHEWWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 10th March, 1910.

Dr. M. H. CHAIN,  
DENTAL SURGEON,  
11, QUEEN'S ROAD CENTRAL, 3rd FLOOR,  
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 160.

Hongkong, 10th January, 1910.

DSIM TING.

LATEST METHODS OF DENTISTRY.

STUDY AT NO. 14, VANDAHL STREET.

BLAUGRANIA, LTD.

Telephone 160.

Hongkong, 10th January, 1910.

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## Intimations.

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S



VERY OLD LIQUEUR.

SCOTCH

WHISKY

A Blend of the Finest Pure Malt  
Whiskies distilled in Scotland

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GENUINE AGE

AND

FINE MELLOW  
FLAVOUR.

Robert Porter &amp; Co.'s

BULL DOG

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GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON &amp; CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 10, 1910.

THE CANTON OPIUM TRADE.

We were enabled yesterday to publish some exclusive information about the latest developments in the Canton opium trade and we regret to say that the present position is anything but reassuring to our Hongkong merchants. In all conscience, things were bad enough in June, last, when the *Hongkong Telegraph* gave publicity to the machinations of Viceroy Yuan in his attempt to harass and restrict the British merchants for the furtherance of his own ends. But now, it appears, the situation is very much more deplorable than it was even then. Matters are going from bad to worse. The Canton Viceroy is riding over British interests roughshod. He is treating with contempt the remonstrances of the Hongkong Chamber of Commerce and the representations addressed from our Foreign Office. How such a policy can be permitted by the Imperial authorities in Peking is incomprehensible. How it can be tolerated by our own Government is a matter for universal surprise. Dowling Street looks calmly on while Conventions are broken and agreements defied. If it were a joking matter, the joke would be in the fact that in all his unconstitutional doings he puts forward the plea that his object is entirely to eradicate the opium habit in the Provinces. His Excellency is astute enough to know that this avowal of righteousness will assure him of the sympathies of the Exeter Hall crowd of fanatics, who would encourage him willingly to drive a coach and four through every Anglo-Chinese Treaty or Convention ever penned, so long as their rabid anti-opium zeal is supplied with fresh fuel to feed the fire. Those on the spot, however, know just how much this specious declaration is worth, and none know better than the British merchants of Hongkong and Shanghai, who after being called upon to face a situation already bristling with difficulties now find themselves beset with almost overwhelming embarrassments. The first restrictive measure which Viceroy Yuan took was the establishment of what is called the Principal Investigating and Detecting Station, in connection with the taxation of prepared opium. Of that body, Chong is Resident-General. The formation of this additional barrier against prepared opium which had already paid duty was in direct violation of the *Cheloo* Convention. To a denunciation of representations by the

British Foreign Office, it has been allowed not only to continue in existence but to exact illegal taxation upon quantities of imported drug that had already been fully accredited. And now, to crown all, Chong, the Resident-General of this benevolent body has taken it upon himself to issue a proclamation which can only mean the further embarrassment of British merchants. *Intra*, *alia*, he says:—"I find that, during the process of opium suppression, it is impossible to put no restriction on the export of raw opium. I have inquired into the export of raw opium from Canton to Kiangsi and, taking the export yearly, found it amounting to 300 odd chests. I now propose to base on last year's report an annual reduction of 30. The number of chests allowed to be transported to Kiangsi in the 3rd year of the reign of Huan Tung, will be 220. All of them are to be supplied with passes here before transportation. Hereafter, this amount will be the basis for the gradual decrease every year. The export can only be decreased, and cannot be over its limit, in view of restriction." Besides begging the Anti-Opium Bureau to keep a record and instruct the farmer, Mr Leung, accordingly, I think it right to issue this notification whereby all Kiangsi raw opium dealers are informed that if they get raw opium for transportation to their province, they must, before the limit is up, report to me the number of chests, and apply for passes before their goods can be transported. This will facilitate my notifying the sub-investigation and detecting stations along the places where the drug is to be passed through for examination and discharge, so as to avoid detention and smuggling. A philosopher has said that speech was given to us to conceal our thoughts. By the same token writing must have been given to Chinese officials for the concealment of their intentions. On the face of it, this proclamation does not appear to amount to much, yet it is bound seriously to affect both Hongkong and Shanghai. For it is well known that all raw opium for Kiangsi goes via Canton to Shanghai, thence to the districts in the Northern Provinces. The source of supply, whether drawn from Canton or Shanghai is in both instances Hongkong. It is therefore apparent that this Colony will suffer most of all by the reduced importations into Kiangsi. We are glad to learn that the Hongkong merchants have taken combined action towards resisting this further gross breach of the Opium Conventions between Great Britain and China; and we trust that the representations which they have jointly forwarded to H.E. Sir Frederick Lugard will lead to such measures being taken by the Home Government as will effectively put a stop to this repeated and pernicious interference with British merchants' rights on the part of the Canton Viceroy.

PORPULUM CATCHMENT AREA.

"We never know the want of water till the well runs dry;" and so in these days when Jupiter Pluvius is showering his seemingly uncoding blessings down upon us, the general public do not concern themselves much about the water supply. And we suppose it is only when the Colony undergoes another water famine that there will be anything heard about the shortcomings of our authorities in providing sufficient reservoir accommodation to tide over the worst possible drought. But although we are at present revelling in plenty, that is no reason why we should be blind to the necessities of the future. And in this connection it is interesting, nay, alarming, to notice that the proposal to close Tytam Reservoir has been revived. We have written on this subject on previous occasions and we reiterate our expressions of view then made: that such a course would be eminently reprehensible. Our reservoir capacity on the island is woefully inadequate as it stands at present; and no effort should be spared of increasing instead of curtailing it. This recent revivification of this proposal to close Pokfulum is based on a letter from Dr. G. H. Fitzwilliams criticizing the Government's action in refusing to ratify the previous resolution of the Sanitary Board against the closing of Pokfulum. In his letter, Dr. Fitzwilliams said:—"The continued presence of the bacillus coli in the untreated water served out for drinking purposes in the district of Pokfulum is a grave menace to the public health, and it is not too much to say that it is causing an epidemic of disease in the Colony." Were the reservoir to be closed down to-day, possibly no particular notice would be taken of the fact by any but a few. It would only be brought under the public eye when the Colony is in the throes of one of the inevitably recurrent dry seasons and then people would indignantly demand to know why Pokfulum had been done away with, why this valuable reservoir had been wantonly filled up. The contention of those in favour of closing Pokfulum is, of course, that its catchment area is liable to infection by the dumping of rubbish on the hillsides, the use of the nullahs for washing purposes by coolies, and so on, and so forth. Could not all these things be avoided by the employment of water watchers on the same system as is followed at home in many instances where reservoirs are in near proximity to inhabited areas? If the reservoir is liable to pollution by contamination of its catchment area, surely it is the wiser policy to remove the sources of this supposed pollution than to close an extensive water-base which in any year—perhaps even next year—may prove of incalculable service in relieving the strain upon the resources of depleted Tytam. It is to be hoped the Government will adhere to its former resolution in this matter."

## LOCAL AND GENERAL.

The management of the Belle Vue Hotel announce that a Singing Band will play selections of music every Wednesday and Sunday from 5 p.m. to 6 p.m.

One of the papers to be read before the Manchester Geographical Society this session will be by Mr. Harold E. Young on a walk in Southern China.

The centenary of the birth of Charles Dickens falls on February 7, 1912, and preparations are already being made at home for his fitting celebration.

Mr. John Redmond declares that the Nationalists are entirely loyal to the Empire, and that Ireland under Home Rule would be prepared to bear its share of Imperial charges.

A MUMOUR is abroad that Portugal will transfer Macao to Great Britain. In this connection some authorities on diplomacy say that it will be more appropriate for Portugal to return it to China.

TWO newsboys were fined \$2 each by Mr. J. R. Wood at the Police Court this morning for selling papers without a license. One of the fines was paid but the other defendant was sentenced to seven days' imprisonment in default of payment.

FOUR balloonists, a lady and three gentlemen, had a thrilling adventure at Boydon, five miles from Epping, the balloon falling easily, 7 o'clock, owing to the escape of gas through a valve going wrong, and the four passengers narrowly escaped death.

FORTY-NINE coolies were arrested by P. S. Watt and a party of constables in an alleged opium den at 39, Queen's Road, West last night. Two men said to be the keepers were among the number. They appeared before Mr. J. R. Wood, Second Police Magistrate, this morning and were all discharged.

WE are requested to state that a copy of the New Import tariff of Japan compiled by Mr. Eugene Fox, Secretary to the International Tariff Revision Committee of the Yokohama Foreign Board of Trade, can be inspected at the office of the Chamber of Commerce between the hours of 9 a.m. and 1 p.m. daily.

A CHINAMAN was fined \$50 by Mr. E. R. Hallifax at the Police Court this morning for having 5 ticals of prepared opium in his possession. Another coolie was fined \$5 or two months' hard labour for smuggling 1 tical a mace of prepared opium. He stated the opium was not his, but he stole it from another man.

THERE was a concourse of sweet sounds at the Crystal Palace on October 1, at the eleventh National Band Festival, in which the Foden's Motor Waggon Works, of Elswick, Sandbach, Cheshire, won the 1,000 guineas trophy and championship. There were nearly 20 bands in the arena, including the majority of the most famous amateur bands in the kingdom.

IT has been arranged between the Chinese Chamber of Commerce and the Hongkong and Shanghai Bank that the latter shall lend the sum of two million taels to Chinese merchants against securities, and the loan is to be guaranteed by the Shanghai Taotai. His Honour Liu Yen-Yi has now written to the Chamber of Commerce requesting it to send him a list of the properties the merchants wish to borrow, money on.

AT a meeting of the China Society at the Mansion House, the Committee made an emergency appeal asking for £1,000—whereof £4,000 is to be devoted to the union of medical colleges, £4,000 to education, schools and training colleges, £1,000 is aid of literary activities and general translation work. The object of the committee was to help existing societies, not to swallow them up. Dr. Main and Tang Chow urged the establishment of hospitals in large centres.

IF you have ever travelled in Holland you may have noticed that some of the older canal boats, not to mention the distances they travel by the number of places they have smoked by the way, just as the hill-men of Assam are accustomed to calculate the ground they have covered along an unfamiliar road by the number of quids of tobacco they have got through. The Burmese equivalent for our "miles" is a word that means, "to sit," and is used to indicate the distance a coolie can ordinarily go without sitting down to rest.

A COOLIE was brought up before Mr. E. R. Hallifax yesterday for the larceny of 25 cents' worth of vegetables from a river-boat. He was further charged with returning from banishment. This he denied and the case was remanded till this morning, when the defendant admitted having returned from banishment.

The offender was previously convicted for the same offence this year and received a term of seven months' hard labour and this morning he was sentenced to 12 months' imprisonment and six hours' stocks. A further term of seven days' hard labour was meted out in respect of the charge of stealing the vegetables.

## HARVESTON'S CIRCUS.

BENEFIT PERFORMANCE FOR "BEDFORD" RELIEF FUND.

Last night Harveston's had another crowded house. The performances of the trained French pony dogs by the "Dacotes" were extremely good and were received by handclaps with loud applause at each turn was over. The Shellard pony introduced by Willis Harveston were clever, and the double jockey act by Willis and Louis Harveston was well performed. John Rouget is receiving high praise from the audience nightly in introducing the tiger performance. We are pleased to hear that Madame Harrison-Lowe has decided to give a special performance on Tuesday next, the proceeds of which are to be paid over to the Bedford Relief Fund for the relief of the destitute and the gullible folks who lost their lives in the recent British ship *Coolie*. Mr. W. H. Brown informs us that His Excellency the Governor and Lady Lytton have kindly extended their courtesy for that night.

ALLEGED TRAP ON DIAMONDS.

## THE GAGE STREET CASE.

Before Mr. E. R. Hallifax, First Police Magistrate, this afternoon, Miss Hazel Lynn was charged by Miss Doris Marlowe with alleged larceny of three diamonds, valued at \$3,000, the property of the complainant, Mr. Britton, from the firm of Messrs. Britton and Hett, appeared for the complainant and Mr. W. E. L. Sheldon, of Messrs. Deacon, Looker and Dencon, was for the defence. The case was remanded from last week till to-day, pending the receipt of the Government Analyst's report in respect of certain articles, and the calling of some expert evidence.

Mr. Britton stated that the facts of this case were that complainant lived at No. 2, Gage Street, and the defendant lived in the same house. Defendant arrived from Shanghai a week before the arrest. On the 20th October the defendant, Miss Ross Lawrence, and complainant went to a shop and purchased some rings. On that day, there was no chance of the stones falling from the rings. The complainant at about 11 p.m. revisited for the night. Defendant was seen going into complainant's room at about 11:30 and closed the door behind her. She was also seen coming out and again closing the door. Later on she entered the room again and when she came out a coolie met her at the door. The rings at 10 o'clock were seen on Doris Marlowe's fingers by the amanuensis. She would call the Government Analyst to prove that the slab had some white substance. He would also call Det. Sgt. Watt, who would give evidence of gathering crystals in defendant's room, which was sent to the Government Analyst. He would call the complainant first and then the amanuensis and then the sewing amanuensis, who saw the defendant between 11 and 12 coming out of complainant's room.

Doris Marlowe stated she was the complainant. Defendant arrived in the Colony on the 17th October and came to live in No. 2, Gage Street. On the 20th October, the defendant, Rose Lawrence and witness went to Gaupp's. The complainant wanted to have a ring reset. In her conversation with the manager witness asked him about her rings and he said the diamonds were safe but it would be just as well to get them reset. They then left and she did not take the rings to them again nor any other jeweller's. She took them out again on Monday, the 21st, and wore them ever since that day till Wednesday, the 26th. On that day she was in defendant's room till 11 a.m. She had a sewing amanuensis who was a witness in that case. She saw the washing amanuensis that morning at 10 o'clock and called her to the defendant's room in defendant's presence. She spoke to the amanuensis in defendant's presence and told her to be sure to wake her at 11:30 time as she would like to take her rings to the jeweller's. She then waited till eleven o'clock and then went to her own room. She instructed her amanuensis again at 11:30 and gave certain instructions to her coolie. She then went to bed. She saw the coolie bolt the abutters and then went to sleep. She woke up at 11:30 p.m. and on placing the palm of her hand on her rings she felt something sticky about them. She jumped out of bed and opened the shutters and found the diamonds missing. She rushed out to Rose Lawrence's room and after showing her the rings, she wrote a letter to the Police and Sergeant Watt came down. She paid 1,000 Pesos for the two small diamonds and 1,800 Pesos for the large one.

MR. SHANON—Were you living in No. 2, Gage Street with defendant on friendly terms?

WITNESS—Not very. As I was new to the house.

MR. SHANON—Did you ever have your meals alone with defendant?

WITNESS—Yes, only once, on the 26th inst., at 11 o'clock in the morning.

MR. SHANON—Did you go out alone with her?

WITNESS—Yes, at half-past four on Wednesday morning.

MR. SHANON—Do you know if she is on good terms with Miss Lawrence?

WITNESS—I don't know.

MR. SHANON—Do you occasionally go to each other's room?

WITNESS—No, only to Miss Lawrence's room.

MR. SHANON—Did you go into the defendant's room at all?

WITNESS—Yes, only once, on that morning.

MR. SHANON—You only went once in her room during the whole week was it?

WITNESS—Yes, I was not in her room during the whole week.

MR. SHANON—Did you ever see her cross the port side?

WITNESS—Yes, I have seen her cross the port side.

MR. SHANON—Did you ever see her cross the starboard side?

WITNESS—Yes, I have seen her cross the starboard side.

MR. SHANON—Did you ever see her cross the stern?

WITNESS—Yes, I have seen her cross the stern.

MR. SHANON—Did you ever see her cross the bow?

WITNESS—Yes, I have seen her cross the bow.

MR. SHANON—Did you ever see her cross the deck?

WITNESS—Yes, I have seen her cross the deck.

MR. SHANON—Did you ever see her cross the deck?

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WITNESS—Yes, I have seen her cross the deck.

MR. SHANON—Did you ever see her cross the deck?

WITNESS—Yes, I have

## CHINA'S PARLIAMENT.

The *N. C. D.* News of the last States—No more striking proof of the influence already acquired in the few weeks of its existence by the National Assembly could be given than the Edict which we publish to-day announcing the early grant of a Parliament. The Assembly was opened on October 3. From the first sitting the deliberations, practically without exception, have been characterized by marked dignity and a calm assumption of power. The members have been impressed with a sense of their own responsibility, and the only criticism that the Government has been able to bring against them is that they have displayed somewhat selenites' persistency in seeking to impress the same sense of responsibility upon the members of the Ministries who had to deal with them. It is not contended that the debates have revealed any remarkable talents of debate or statesmanship among the representatives of the people. The outstanding feature has been the dispatch with which the business of the day has been disposed of, and in this respect the absence of any desire to indulge in long-winded oratory has been of considerable assistance to the Assembly. As far as the public reports have enlightened us, there has been hardly any departure from the strict decorum that would befit a court of law until the passing of the memorable resolution calling upon the Throne to make an early grant to the nation of parliament. On that occasion the Vice-President's intention to submit the motion to a vote of the House was overruled by a number of members who rose and voted out that there could be no need for a division, if the motion was clearly unopposed. They gained their point; slowly the whole House, first the elected representatives and then the nominated portion, stood in their places and the memorial to the Throne was carried by acclamation.

Thus within three weeks of the opening of the National Assembly, the demand for an earlier grant of Parliament that had been contemplated in the original scheme of constitutional development was presented to the Throne and an Edict conforming with its wishes appears

a few days after the former's memorial has been presented. If we may judge by the whole document by the summary that reaches us, it would seem as if some of the businesslike dispatch of the National Assembly had for once inspired the Vermilion Pencil. In view of the necessity of expediting away the sudden surrender of the Throne to a polar demand which had already been twice rejected, the Edict displays a pleasing directness of speech, and the reasons adduced may be said to sum up the situation frankly and fully. The Prince Regent, as has been generally recognized, has not been able to either a free agent in determining the course of constitutional development. Loyalty as well as religious scruples would impel him to adhere to the plan laid down by the late Empress-Dowager; while any deviation from the original programme could not fail to bring down upon his head the displeasure of one or other of the Palace clique, unless he were fortunate enough to win their consent beforehand. The surprising strength of character and unanimity of purpose shown by the National Assembly supported at a critical juncture by the revolution in Portugal, have taken away the ground under the forces of reaction; and the Prince Regent has little difficulty in making out a good case. While the numerous petitions for the early grant of a Parliament were being presented to the Throne, the dictates of prudence required him to hesitate. But in the meantime conditions were altering and the situation was becoming critical. The Regent, we are informed, had recognized the need for a Constitution before the last memorial was presented, but it was necessary to await "the people's final verdict." Now that the "question of the enlightenment of the people" has been "decided," it is possible to accede to the popular wish. A bicameral system of Parliament is to be established in three years, but in the meantime the official system will be changed and a Cabinet will be organized. The scheme of constitutional development has thus been shortened by three years. A few enthusiasts may have desired a speedier grant; but this compromise, we believe, will command itself to the wiser heads of the party of progress and reform.

It will be noticed that the Edict, as far as the telegraphic summary is concerned, speaks only of the Emperor Kuang Hsu in connection with the grant of a constitution. If the name of the late Empress-Dowager has been omitted intentionally, we may, perhaps, draw the inference that for the moment Court intrigues have been silenced in the face of a danger that possibly threatens all cliques alike. A repetition of the history of the past two years must inevitably bring the Manchu dynasty appreciably nearer to the fate of its predecessors. It has been helped hitherto by the absence of able leaders among the people, and by the fact that the one class who intellectually might have been qualified for the post was devoid of personal ambition. One of the first results of the National Assembly will be to provide scope for the exercise of the powers of China's potential leaders. In order to remain master of the situation and to keep within its own control the course of constitutional development, the Government must be able to produce from its own ranks leaders superior to those of the popular parties. Up to the present no member of the Administration can lay claim to unrivaled distinction, and the result is that the National Assembly virtually rules the Government. Whether this state of affairs makes for the ultimate good of China the future alone can decide. At present we know that the Government has been aroused to an appreciation of the danger of its position. To its credit, it has brought its influence, forces that it can no longer keep in check, although it may still be possible to restrict its development along constitutional lines.

THE Imperial Daily News is authority for the statement that the German Ministry of War, acting on the suggestion of a certain medical officer, will issue a proclamation in due course prohibiting the manufacture of arms and armor during the administration of China's new Government. This action will therefore likely result in a general cessation of all military operations in China, and we trust that the country will be soon freed from the

## THE CHINESE LOANS.

The *Kinshia Times*, a leading article on the above subject makes the following remarks:

The placing of two Chinese loans of considerable size in the United States marks another step in the newer relations between the two countries, which, as far as they may be limited to the countries directly concerned in these matters, are very satisfactory. But advancing money to China at this time, is very far from being an ordinary banking transaction, safeguarded by the considerations which ordinarily enter such deals, and it is hard to refrain from wondering what hostages to the future we are people are giving. Any large enterprise in China at this time has a very hard time avoiding the international politics of the time, and the dollar of to-day may be the diplomatic issue of to-morrow. Jealous eyes look on at all this enterprise and jealous heads are ready to thwart it. And when one turns from a perplexing foreign outlook to seek for assurances in domestic conditions, he finds only further disengagement. He finds what an American has recently described to the writer, a race but not a nation. He finds a government that is practically bankrupt. He finds conditions among the people that make for disorder and anarchy, rather than for organization, improvement and cohesive strength.

As the powers are now aligned an outside power must claim for itself such justice and fair dealing as it would have had if China is now domestically constituted an outside power must seek for itself, to the limits that the combination of powers will permit, such justice and fair dealing as it would have. In other words, neither the foreign nor the domestic situation is at this time dependable and the United States must for itself be the inspector and protector of these transactions. Now the United States is quite capable of taking care of the interests of its people under all ordinary conditions and will, at all times, reach out for the protection of those interests, but there is a limit to which it should confine itself in this complication in the foreign and domestic affairs of China? The new railway in North China illustrates the idea which the writer seeks to express.

This railway undoubtedly possesses a considerable commercial value but, it is something else. It is the barrier by which the Chinese seek to check Japanese aggression and further encroachment upon Chinese territory. Here one finds their chief motive for encouragement and here one finds the Japanese view of it. It cannot help becoming involved with the very serious question of Japanese tenure in North China and that brings us directly to an important decision. Japan is not going to get out of Manchuria and the Liangtung country when the Russian leases by which it holds run out and China is not going to be able to expel it. Is the United States going to take on the job? We think not. No one will counsel that we turn tail and withdraw from China but a great many persons who know the situation and the facts will argue that we proceed with due caution.

On the subject, one can hardly avoid recalling that there are other places where American millions may be placed in safety, without complication or the threat of war. The Philippines, for instance. Fifty million invested here would in a very few years redound our promise to make the Filipinos people prosperous.

## CHINESE JURISTS IN LONDON.

There will be many who will agree with the following remarks by "Ex Orient" conveyed in a letter to *The Times*, says the *London and China Express*. In justice to those papers, including ourselves, who spoke of the "Attorney-General," we would point out that it was he who gave himself the title, and before the luehuen at which the Chinese Government's representatives at the International Prison Congress were entertained by the London Court of Arbitration. Ex Orient states:

To prevent misconception of the position of legal and judicial matters in China, a misconception which might otherwise be created, by the proceedings and speeches on this occasion, may I be permitted to observe that China possesses neither civil nor criminal procedure of law, nor prisons, nor any judiciary in our sense of these words, and that in this sense there is no such thing as a Chinese Judge, so that the title "Attorney-General of Peking" is a simple absurdity? It is advisable to draw attention to this fact, because when a gentleman of Sir Edward Clarke's eminence speaks publicly of the "Attorney-General" of Peking being selected by the judges he is unconsciously lending the weight of his authority to the dissemination of dangerous errors and misconceptions of the situation, actually existing in China. All these titles, implying the adoption of Western and civilised methods of procedure, these missions of Chinese officials to report on European institutions, are primarily concerned with one of two objects—namely, the provision of new opportunities for the bureaucracy, and the creation abroad of that benevolent sympathy which shall secure for China in the near future the abolition of the European's extra-territorial rights. Eight years ago Sir James Mackay's Treaty with China recorded the first intimation of her aspirations in this direction in the provisions of Article XI. . . .

China having expressed a strong desire to reform her judicial system and to bring it into accord with that of Western nations. Great Britain agrees to give every assistance to such reform; and she will also be prepared to retain her extra-territorial rights, where she is satisfied that the state of the Chinese laws, the arrangements for the administration, and other conditions warrant her in so doing.

Since then China has had many advisers and much (more or less) distinguished advice; there have been English and memorials without number, paper reform, without end, and ever-creating appointments of officials to "sift, re-examine, report," new structures, new, squares, the currency and the mining regulations, just where it was that is to say, judged by European standards, somewhere about the 14th century. The tenor of the speeches delivered at the court of Arbitration, however, might lead the uninitiated to a different conclusion.

## CHINESE RAILWAYS.

## LIST OF THE PROJECTED LINES.

With reference to the progress of railway construction in China, the following information is from the report by S. M. Commercial Attaché at Peking (Mr. W. P. Ker) on the foreign trade of China in 1910.

The following is a list of projected railways, for the most part limited to those lines which have appeared in official programmes.

Kinshia-Changchun (Kuchengchou) (Changchun) Railway—This line will be 240 miles long, and is to be undertaken on the completion of the Kinshia-Changchun line.

Chinkowfu-Aigun Railway—The length of the line will be 350 miles.

Kalgan-Suyuan (Chang Sui) Railway—Preliminary surveys have begun on this line which will be 180 miles in length. An extension is intended later to Urum and Lhasa.

Chengting-Tehchow Railway (110 miles). This line will connect the Peking-Hankow and Tientsin-Pakow railways.

Chefoo-Welhsian Railway (70 miles). This line will connect Chefoo with the Shantung Railway. Progress is delayed by the want of funds.

Tatung-Tuchopia (Tung-Poo) Railway (40 miles). This railway will connect the north and centre of Shansi province with the Shantung Railway at Tungkwan.

Tungkwan-Honan (Hsi Tung) Railway (73 miles).

Siaochow-Lanchowfu Railway (83 miles).

Lanchowfu-Hifu Railway (630 miles). Negotiations arrangements have been made.

Kalleg-Suchowfu Railway (275 miles). This line was surveyed in 1909.

Suchowfu-Tsingtao (Qing Hsu) Railway (120 miles). The construction of this line has been begun from Tsingtao; it is intended to be completed in 1912.

Tsingtao-Halchow (Chin-Hsi) Railway (70 miles). This last section is intended to provide an outlet to the sea for the great trunk line from west to east, which will be formed by the execution of projects above noted, in addition to the existing line from Honan to Kialing.

Tsingtao-Kwachow (on the Yungtse opposite Chinkiang Railway) more than 100 miles.

Singchow-Fengyang or Pakow Railway (270 miles).

Chaochowfu or Swatow via Waichow to Shantung or Shuchun Railway (200 miles). These are alternative projects for connecting Swatow with the Canton district and the Canton-Kowloon Railway.

Macao-Fatshan Railway (on the Canton-Samshui line) (75 miles). A concession for the line was granted to a Portuguese syndicate in 1922.

Kwailin-Chunachow (Kweigsi) Railway (80 miles).

Langoen-Lungchow Railway (436 miles). This is the proposed French extension, metre gauge, of the Haio-Langoen line. It is proposed to continue this line to Nanning (150 miles).

Yunnanfu-Szechuan Railway (450 miles). To Suifu or Luchow. Two American engineers were engaged by the Viceroy of Yunnan to survey this line in 1909.

Shamo-Tenyyuah (Tien-Miao) Railway (123 miles). Preliminary surveys have been completed; the line will be of ft. 6 in. or meter gauge.

The above list of projects is not exhaustive but even of the projects mentioned many are likely to be delayed for want of funds.

The chief obstacle to railway development in China is the antagonism between the Central Government and the inhabitants of the provinces. The former desires to get all the railways under the supreme control of the Board of Communications, and recognises the necessity for foreign loans; the latter are jealous of Government interference and insist with varying degrees of failure or success on providing their own capital and their own engineers.

## SOME INTERESTING COMMENTS.

Mr. Ker, after giving particulars of the above schemes, proceeds to state that the construction of railways in China is bound to proceed in spite of all obstacles, the chief of which is the antagonism between the Central Government and the inhabitants of the provinces, and that ample opportunities for British enterprise will be afforded for many years. Competition for the supply of material is keen, and the only firms who meet with much success are those who are represented in the colony. Even where tenders are invited in time to enable firms in Great Britain to compete the result is often a foreign conclusion, owing to the fact that as a rule, Chinese railway men are not qualified to prepare specifications of locomotives, &c., and are largely dependent on the assistance of the manufacturers' agents. The number of Chinese who are capable of constructing railways is strictly limited, and at present it is useless to expect a big staff of engineers from the natives, in regard to railway specifications and decisions on tenders. As an indication of the conservatism of the Chinese, and the suspicion with which they regard other races, the British Consul at Swatow quotes from the prospectus of a native company who are to construct a railway from Swatow to Ching Hsi and whose attitude is illustrative of that of many other companies—"No foreigner is to be allowed to be a shareholder of the company. If a foreigner buys a share in the name of a Chinese, or if a Chinese sells his share to a foreigner, he will forfeit all his privileges as a shareholder, and his certificate will be treated as null and void."

## A PATHETIC sequel is recorded to the recent death of M. Poillot, the young French aviator, who was killed near Chartres. His sweetheart, a young dancer, went to the cemetery where he was buried and shot herself on his grave.

A TELEPHONE girl in Berlin is bringing an action against a subscriber for using insulting language to her because, says the "Express," in remonstrating with him for connecting him with a wrong number, he addressed her as "my dear child."

The Secretary of the United Kingdom branch of the Association of Medical Women in India wrote to *The Times* urging Lady Hardinge to change the name and scope of the Dufferin Fund and to found a women's medical service for India, thereby opening a definite career for starting a position for qualified medical women of all nationalities.

## Events Coming.

*The Imperial Daily News* is authority for the statement that the German Ministry of War, acting on the suggestion of a certain medical officer, will issue a proclamation in due course prohibiting the manufacture of arms and armor during the administration of China's new Government.

THE DAIRY FARM CO., LIMITED.

Thursday 10th November.

Wednesday 16th November.

Monday 21st November.

Tuesday 22nd November.

Wednesday 23rd November.

Thursday 24th November.

Friday 25th November.

Saturday 26th November.

Sunday 27th November.

Monday 28th November.

Tuesday 29th November.

Wednesday 30th November.

Thursday 1st December.

Friday 2nd December.

Saturday 3rd December.

Sunday 4th December.

Monday 5th December.

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Thursday 29th December.

Friday 30th December.

Saturday 31st December.

Sunday 1st January.

Monday 2nd January.

Tuesday 3rd January.

Wednesday 4th January.

Thursday 5th January.

Friday 6th January.

Saturday 7th January.

Sunday 8th January.

Monday 9th January.

Tuesday 10th January.

Wednesday 11th January.

Thursday

## Shipping—Steamers.

## CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPEROR LINE."

Between China, Japan and Europe via Okinawa and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 11 DAYS HONGKONG to VANCOUVER, SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &amp;c.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPEROR OF INDIA"

SATURDAY, NOV. 19TH.

"EMPEROR OF JAPAN"

SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA"

SATURDAY, JAN. 14TH.

"MONTEAGLE"

WEDNESDAY, JAN. 25TH.

"EMPEROR OF INDIA"

SATURDAY, FEB. 11TH.

"EMPEROR OF JAPAN"

SATURDAY, MAR. 11TH.

From St. John.

"EMPEROR OF BRITAIN"

FRIDAY, DEC. 16TH.

"ALLAN LINE"

FRIDAY, JAN. 13TH.

"ALLAN LINE"

FRIDAY, FEB. 10TH.

"ALLAN LINE"

FRIDAY, MAR. 10TH.

"ALLAN LINE"

FRIDAY, APRIL 7TH.

From Hongkong.

"Empress" Steamers will depart from Hongkong at 7 a.m.

"Monteagle" 10 a.m.

Each Trans-Pacific "Empress" connects with Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 16,500 tons, Speed 26 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Birth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) 11 days.

Passenger for Europe has the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

H.M.S. "MONTEAGLE" carries only "One-Class" of Saloon-Passenger (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port .....

Via New York .....

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDICK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For Steamships

On

MANILA	LOONGSANG	SATURDAY, 11th Nov., Noon.
TIENTSIN	CHIIPPING	TUESDAY, 15th Nov., Noon.
SHANGHAI	KWONGSANG	TUESDAY, 15th Nov., 4 P.M.
SANDAKAN	MAUSANG	FRIDAY, 8th Nov., Noon.
MANILA	YUENSANG	SATURDAY, 9th Nov., Noon.
SHANGHAI, KOBE & MOJI	NAMSANG	MONDAY, 11th Nov., Noon.
SGAPORI, PENANG & CALCUTTA	POOKSANG	WED'DAY, 23rd Nov., Noon.

RETURN TOURS TO JAPAN (OCCUPING 24 DAYS).

The steamers "Kedong," "Nanking" and "Fookang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Taking Cargo on through Bills of Lading to Kedah, Labuh, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JACQUINE MATHESON &amp; CO., LTD.

Telephone No. 225, Hongkong, 10th November, 1910.

General Manager.

18

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Arabi, Chusan, Liang, Chusan) with excellent passenger accommodations, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaves Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday, for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fare \$145 single, \$300 return.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE,

Telephone No. 16, Hongkong, 10th November, 1910.

19

HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP COMPANY.

Steamship	To	Capital	For	Sailing Date
SAFIRO	MANILA	R. Rice	WEDNESDAY, 11th Nov., 4 P.M.	
SUBILE	CEBU & ILOILO	S. Clegg	WEDNESDAY, 11th Nov., 6 P.M.	

SAILINGS SUBJECT TO ALTERATION.

STEAMERS TO SAIL.

HAIPHONG "OHILI" 12th Nov., 10 A.M.

ILOILO &amp; CEBU "BUNGKANG" 12th " 4 P.M.

SHANGHAI "LUXA" 12th " Midnight.

CHEFOO &amp; TIENTSIN "KUREHOW" 15th " 4 P.M.

MANILA "TAMING" 15th " 4 P.M.

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S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior

## RUBBER STATE RETURNS.

	August.	Sep.	Total.
Allagar	3,310	—	3,310
Alor Pongen	3,379	3,658	6,037
Aims	1,000	1,000	2,000
Anglo Malay	52,654	59,153	111,807
Ayer Kuning	391	380	771
Ayer Melak	1,810	—	1,810
Ayer Panas	7,000	1,180	8,180
Balgowala	8,000	7,651	15,651
Batu Rabit	1,200	4,113	5,313
Benteng	3,200	1,077	4,277
Batu Caves	15,807	14,728	30,535
Batu Tiga	6,375	9,601	15,976
Bertam	17,600	—	17,600
Bikam	3,500	3,145	6,645
Bidah	1,520	1,075	2,595
Bukit Kajang	5,513	5,103	10,616
Bukit Rajah	35,008	—	35,008
Bukit Lintang	4,000	4,700	8,700
Bukit Timah	873	1,422	2,295
Bukit R. B.	361	613	973
Curry United	12,250	10,350	22,600
Gantlefeld	4,570	5,047	9,617
Changkat Serdang	3,861	3,424	7,285
Changkat Salak	1,500	1,357	2,857
Cheng	—	950	950
Cilecy	—	76,166	76,166
Consolidated Milay	164,815	—	164,815
Caledonia	23,000	26,000	49,000
Chemor	—	974	974
Obesoresse	2,400	2,985	5,385
Damassara	93,100	25,100	118,200
Edinburgh	6,500	—	6,500
Federated (Selangor)	17,015	9,348	26,363
F.M.S. Rubber	33,100	40,000	73,100
Gadong	22,000	21,000	43,000
Gleusaly	2,001	2,113	4,114
Gleschel	4,788	4,784	9,572
Golden Hope	10,071	9,160	19,231
Golconde	—	86,853	86,853
Gule Kalampung	—	10,700	20,800
Hai Kee	950	720	1,670
Haroenden	17,000	12,000	29,000
Haytor	618	—	618
Heawood	1,100	1,168	2,268
Hill & Lowlands	39,847	45,773	85,620
Ioch Kenneth	10,521	12,891	23,412
Indragiri	861	705	1,566
Jimb	100	—	100
Jitra	10,718	9,511	20,229
Jebon	20,170	21,860	41,030
Kapar Para	—	80,708	80,708
Kamuning	8,880	8,910	17,790
Kempsey	3,050	4,000	7,050
Kelang	4,900	—	4,900
Klebang	231	—	231
Kota Tinggi	650	670	1,320
Kuala Klang	—	1,412	1,412
Kurau	1,001	1,141	2,142
Kuala Kub. No.	3,237	3,570	6,807
Kuala Lumpur	47,260	49,316	96,576
Lanadron	32,146	30,077	62,223
Ledbury	10,053	10,412	20,465
Lenggi	79,500	78,000	157,500
London Asiatic	18,918	18,933	37,851
Malek Pinda	331	331	662
Malacea Plant.	27,000	33,000	60,000
Mandal Takong	214	470	684
Merton	2,250	2,791	5,041
New Segambut	605	—	605
New Singapore	60	61	121
North Hymond	—	23,610	23,610
Nova Scotia	16,310	17,100	33,410
Pajam	3,500	3,100	6,600
Pattling	28,000	27,000	55,000
Pegoh	3,800	3,104	6,904
Penkalan Durian	835	1,150	1,985
Penang Plant.	19,000	18,540	37,540
Pert Dickson	785	1,015	1,700
Radda	—	1,017	1,017
Rumbia	—	5,173	5,173
Ribe Rubber	4,797	6,679	11,476
Rubaha	12,100	20,300	32,400
Ratnau	2,000	2,050	4,050
River Growers Assn.	6,970	—	6,970
St. Helens	105	106	211
Sengai	7,700	6,415	14,115
Siala	7,000	8,703	15,703
Singel Choh	4,830	5,113	9,943
Singel Kapar	4,816	5,216	9,032
Sandycroft	4,501	6,117	10,618
Seafeld	18,671	21,005	39,676
Selangor	—	801,143	801,143
Seremban	31,576	35,112	66,688
Sembawang	609	609	1,217
Senawang	6,646	8,316	14,962
Seron	8,535	12,664	21,199
Straits Robt.	10,200	—	10,200
Sungai Salak	3,700	—	3,700
Sungai Way	7,953	—	7,953
Sukka Chumor	—	1,610	1,610
Suspi	—	870	870
Tambakal	1,124	1,117	2,241
Tufoon Mallin	3,500	3,000	6,500
Telok Anson	700	850	1,550
Tell Ayer	12,300	12,340	24,640
Tinfalgar	273	304	577
Tremaliby	6,500	—	6,500
Ulu Pandan	446	450	896
United Singapore	2,113	—	2,113
United Sumatra	4,630	4,630	9,260
Vallombros	—	23,700	23,700
[All totals are calculated for the calendar year instead of the financial year, which differs with many countries.— <i>Star and Stripes Extra</i> .]			

## COMMERCIAL.

TO-DAY'S EXCHANGE.		Setting.
London	Bank T.T.	10/705
Do.	Do. demand	10/101
Do.	4 months' sight	10/102
France	Bank T.T.	2,300
America	Bank T.T.	1,451
Ayer Kuning	—	100
Ayer Melak	—	8,000
Ayer Panas	—	1,000
Balgowala	—	1,000
Batu Rabit	—	1,000
Benteng	—	1,000
Batu Caves	15,807	14,728
Batu Tiga	6,375	9,601
Bertam	17,600	—
Bikam	3,500	3,145
Bidah	1,520	1,075
Bukit Kajang	5,513	5,103
Bukit Rajah	35,008	—
Bukit Lintang	4,000	4,700
Bukit Timah	873	1,422
Bukit R. B.	361	613
Curry United	12,250	10,350
Gantlefeld	4,570	5,047
Changkat Serdang	3,861	3,424
Changkat Salak	1,500	1,357
Cheng	—	950
Cilecy	—	76,166
Consolidated Milay	164,815	—
Caledonia	23,000	26,000
Chemor	—	974
Obesoresse	2,400	2,985
Damassara	93,100	25,100
Edinburgh	6,500	—
Federated (Selangor)	17,015	9,348
F.M.S. Rubber	33,100	40,000
Gadong	22,000	21,000
Gleusaly	2,001	2,113
Gleschel	4,788	4,784
Golden Hope	10,071	9,160
Golconde	—	86,853
Gule Kalampung	—	10,700
Hai Kee	950	720
Haroenden	17,000	12,000
Haytor	618	—
Heawood	1,100	1,168
Hill & Lowlands	39,847	45,773
Ioch Kenneth	10,521	12,891
Indragiri	861	705
Jimb	100	—
Jitra	10,718	9,511
Jebon	20,170	21,860
Kapar Para	—	80,708
Kamuning	8,880	8,910
Kempsey	3,050	4,000
Kelang	4,900	—
Klebang	231	—
Kota Tinggi	650	670
Kuala Klang	—	1,412
Kurau	1,001	1,141
Kuala Kub. No.	3,237	3,570
Kuala Lumpur	47,260	49,316
Lanadron	32,146	30,077
Ledbury	10,053	10,412
Lenggi	79,500	78,000
London Asiatic	18,918	18,933
Malek Pinda	331	331
Malacea Plant.	27,000	33,000
Mandal Takong	214	470
Merton	2,250	2,791
New Segambut	605	—
New Singapore	60	61
North Hymond	—	23,610
Nova Scotia	16,310	17,100
Pajam	3,500	3,100
Pattling	28,000	27,000
Pegoh	3,800	3,104
Penkalan Durian	835	1,150
Penang Plant.	19,000	18,540
Pert Dickson	785	1,015
Radda	—	1,017
Rumbia	—	5,173
Ribe Rubber	4,797	6,679
Rubaha	1	

